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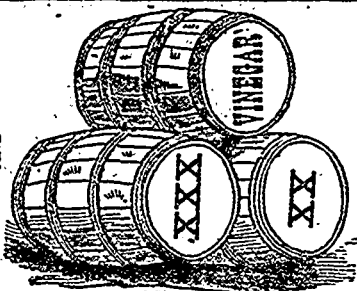
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# The Commercial

A JOURNAL DEVOTED TO THE FINANCIAL, MERCANTILE AND MANUFACTURING INTERESTS OF THE CANADIAN NORTH-WEST.

PUBLISHED BY STEEN & BOYCE EVERY TUESDAY - \$2.00 PER ANNUM

VOL. 1.

WINNIPEG, JULY 31, 1883.

NO. 44.

## The Commercial

Journal devoted to keeping a comprehensive record of the transactions of the Monetary, Mercantile and Manufacturing interests of Manitoba and the Canadian North-West.

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STEEN & BOYCE,

Publishers

WINNIPEG, JULY 31, 1883.

D. W. MILLS & Co., butchers, Winnipeg, have assigned in trust.

T. S. MENARY, general store, Cartwright, has assigned in trust.

THOM & SCOTT, grocers, Winnipeg, have given up business.

T. N. SCRIPTURE, furniture dealer, Winnipeg, has assigned in trust.

GILLESPIE & MACQUARRY, livery and sale stable, Regina, have dissolved.

The sheriff is in possession of the sawmill of E. G. Folks, at Beaconsfield.

G. FLETCHER & Co., groceries, Winnipeg, are in the hands of the bailiff.

The sheriff is in possession of the grocery and liquor business of R. H. Peel, Winnipeg.

ALEXANDER & CLAU, of the *Rat Portage Progress*, will run the *Stonewall News* in future.

W. SOMERVILLE, from Mitchell, Ont., has been appointed station agent at Dominion City.

W. A. MORRILL has bought out Fitzgerald's interest in the livery business at Dominion City.

HORSMAN & SKELLY, hardware, Winnipeg, have dissolved. A. P. Horsman continues the business.

GEO. E. MADISON, general store, Fort Qu'Appelle, has assigned in trust to James O'Brien & Co., Winnipeg.

GRAHAM, GRASS & Co., of the Colonization store, Regina, have purchased the entire stock of H. W. Hewitt.

COUSINS & McDONALD, general store, Medicine Hat, have dissolved partnership. The business will be continued by Wm. Cousins.

THE grocery and liquor stock of G. Hodder & Son, which was sold by the sheriff last week was purchased by Wm. Hodder at 52c on the dollar.

A BRANCH of the British North American Bank is to be opened shortly in one of the principal towns between Winnipeg and the Rocky Mountains.

THE Canadian Pacific Railway Company give notice that a semi-annual dividend of 2½ per cent. will be paid at the office of the company on and after August 17th.

THE Hudson Bay Co. have subscribed \$1,000 to assist in building a telegraph line to Prince Albert; \$500 was from the Land Department, and \$500 from the trading branch.

THE prospectus of the *Brandon Blade*, a new journalistic enterprise at Brandon, has been issued. Taylor, Collinge & Co. are the publishers. The paper will be a weekly, and the first issue will appear about August 23rd.

A. M. ARMOUR, who formerly published the *Minnedosa Star*, has removed his plant to Calgary, where he will publish the pioneer paper there, to be called *The Herald*. Mr. Braden, of Peterboro Collegiate Institute, is associated with Mr. Armour in the enterprise.

Rowe & NEWTON, wholesale dry goods, have assigned in trust. Their failure is attributable to the Union Bank of Lower Canada reducing their line of discount very considerably at a time when it was most needed. The firm have a large margin of assets over liabilities.

A FIRE occurred in Looby & Davidson's harness shop, adjoining the St. John's hotel, Winnipeg, on Saturday morning. Loss about \$4,000,

which is covered by insurance. The St. John's hotel was damaged to the extent of about \$1,000, covered by insurance.

M. A. MACLEAN, of Winnipeg, who was arrested on a charge preferred by the Merchants Bank, of obtaining money under false pretences, was discharged, the evidence being such that the prosecution had no ground whatever for committal. Mr. Maclean has since entered an action for \$50,000 damages for false arrest, against the Bank.

R. GERRIE, David Cowan, C. W. Sharpe, Wm. Cowan and Adam Patterson, all of Winnipeg, are seeking incorporation as "The North-west Opera House Company." The object is to acquire and operate the Princess Opera House, Winnipeg, and to build or acquire and operate other similar houses in the Province of Manitoba. The capital stock will be \$100,000, divided into 200 shares of \$500 each.

J. A. CARLEY, clothing, Winnipeg, has assigned in trust. One of his principal creditors, Chas. Huston & Co., of Montreal, sent their representative up here, and he promised to carry Carley through the present difficulty. Instead of doing so, at the last moment he began removing goods from the store, to the detriment of other creditors. It is rumoured that Carley was cramped and kept out of the way in order to enable this to be done. The other creditors hearing of this took immediate action in the matter, and Huston's representative left for home in a great hurry. Carley then made an assignment, but the assets show a liberal margin over the liabilities.

WE have received the initial number of a publication just issued in New York, by the American Railway Publishing Company, and entitled "American Journal of Railway Appliances." The members of the company are Thos. Walden, P. G. Monroe, C. S. Lee, S. L. K. Monroe, Robert Grimshaw and G. B. Heckel. The rapid development of the railway interests of the country made such a journal a necessity, and the names of those associated with it are such as give ample guarantee of its success. The first number indicates that no expense nor trouble will be spared to make it first class in every respect, and a journal of great value to those connected with railway enterprise. We wish it all success.

## Distributing Centres in Canada.

In all new countries the locality which has the best advantages for production or the greatest facilities for importation becomes, for the time being, the distributing centre for that district, and attracts to itself almost the whole of the wholesale trade and a large proportion of the population. After a time—sometimes of greater, sometimes of less duration—other localities aspire to become, and frequently do become, minor centres. The rate at which this subdivision proceeds depends on a variety of causes; growth of population, increased facility of intercourse, energy of inhabitants. In each province of Canada we have had notable instances of this law. To begin in the east—Halifax and St. John were for many years practically the only ports of entry for merchandise for Nova Scotia and New Brunswick. They still maintain their supremacy, but every merchant in these provinces by no means feels now obliged to deal with the large firms in those cities, or even to conduct his own business through their harbors. It is not so very long since all the retail traders of even Western Ontario dealt with Montreal. Still more recently, for those who did not go so far east, Toronto was the centre. But now, Hamilton, London, and other places have asserted their ability to supply the neighboring districts with every thing that is called for.

In the older provinces these changes took place at the older and slower rate of progress. In the far west they are not content to be ruled by ancient precedents. They go ahead at a pace of their own. The most enterprising spirits are the pioneers of that progress which just now is astonishing the world, and which seems even to outstrip the calculations of some of the shrewd people themselves who are taking part in the movement. A few years ago Winnipeg was merely a name—barely that. Then it became necessarily the one centre to and from which business and emigration converged and radiated. Its progress was marvellous, and is so still, and its future as the capital of Manitoba is assured. Some of its traders, however, seem to have fancied that its monopoly of trade was assured. But if shrewd pushing men have created Winnipeg, there are other shrewd and pushing men who do not intend to let Winnipeg absorb and keep to itself the whole trade of the North-west. And so already at Brandon, Regina, Moose Jaw, and other places along the Canadian Pacific Railway line, there are establishments springing up which are already in a position to meet the want of the crowd of settlers who are flocking into the country and streaming out along the line of railway. And, no doubt, it is better for the country as a whole that it should be so; though, for the time, those who have calculated on keeping the trade confined to Winnipeg may find that their miscalculation has cost them dearly, and that they have overstocked themselves with goods, while their expected customers pass through the capital many of them having even, by adding a cwt. or so to their baggage stocked themselves with provisions and groceries for more immediate use—and, on arriving on their allotments, find it

not only possible but profitable to deal with traders in their own immediate neighborhood.

This, then, seems to be the situation in Winnipeg, and, while it may temporarily prove awkward for some of the smaller traders who find themselves burdened with heavier stocks than they can carry, it neither materially affects the standing of the larger importing houses, nor the true position of Winnipeg itself, which from its situation and the good start it has obtained, must long retain its prominence in the North-west as a wholesale centre of trade.—*Canadian Gazette.*

## Business Worry.

The destroyer of most business men is worry. It is the characteristic disease of American brain workers. Constant warnings are being given against overwork and its concomitant worry, but they are generally misapplied. Yet the brain can be tried by prolonged activity, just as may happen with a muscle. But we find that hard and persistent muscular work does not cause muscular collapse. Each day the reserve forces of nutrition renew the wasted protoplasm, and the frame keeps as strong as ever. So there is no more reason why there should be brain collapse from systematic, though severe brain work, than there is for paralysis to strike down athletes or day laborers. And we do, indeed, find that brain workers are, as a rule, long-lived.

The cause of frequent breaking down of men engaged in the active work of life must be referred, therefore, to another source, and that is worry. Doubtless it is no new thing for the reader to be told that it is not work but worry which kills. But it is often useful to have general impressions fixed upon a definite and more or less scientific basis.

It may be assumed that, as the contraction of a muscle is caused by successive waves of nerve impulses, so the mental activities are made up, after an analogous fashion, or undulations of the nerve impulses. In ordinary work, however hard, these impulses are sent out in a regular and rhythmical manner. It is the worry which comes in and disturbs this rhythm, exhausts the nerve force, exhausts further the reserve or recuperative power and breaks down the man. The strength does not weary of digesting digestible food; but add an unmastered bolus of tough beefsteak three times a day, and bolt food as our business men are in the habit of doing, and there will be trouble eventually. Worry produces a kind of dyspepsia of the mind. It is to the brain what a restaurant pie is to the stomach.

The first inference from this presentation of the matter is, we think, easy and natural. It is that we should not worry. Worry never heals a trouble, nor clears up a difficulty, nor opens a way of escape, nor gives strength, but always adds to, enhances distress. Therefore, do not worry. Such advice is perhaps the most fruitless that can be possibly given. Nevertheless, a diligent inculcation of it, and especially its application in educating young business men, may not be without some avail.

## India as a Wheat Producing Country.

India is rapidly coming to the front as a wheat producing country, and judging from present indications will soon prove a formidable competitor with America for the supply of the British market. The total area under wheat crop in India is now estimated to be equal to the area under the same crop in the United States. As regards the quality, it is said on good authority to be high enough to satisfy the wants of English millers, "Calcutta Club No. 1," commanding a price in Mark Lane not much below the best Australian or California grades. The great wheat-growing region of India is in the North-west provinces, where 57 per cent. of the food-grain area is under that crop. It does not thrive anywhere south of the Deccan. The annual production has attained an average of 240,000,000 bushels, according to an estimate based on local returns. The export for the last five years was as follows: | 1887-78, 12,175,863 bushels; 1878-79, 2,170,631; 1879-80, 3,412,418; 1880-81, 14,012,291; 1881-82, 37,135,481. The fall indicated in these figures in the two years following 1877-78 was due to the famine which invaded the country, and not only interfered with the prosperity of the growing trade, but desolated whole districts. How completely the ground lost has been recovered may be seen by comparing the exports for the last year with those of the two years preceding. Of the total amount Great Britain received 17,507,907 bushels, or considerably above the half, while France bought 9,908,403. The success which has of late attended Indian wheat-growing has been largely due to an extension of the system of artificial irrigation—a new canal, built mainly by prison labor, capable of irrigating 780,000 acres, through 2,500 miles of channeling, having been just completed. The impetus to the trade was given by the abolition in 1873 of the old Indian export duty on wheat. The chief drawback is the lack of facilities for handling the grain, there being no elevators or other means of shipping in bulk. The cost of ocean freight fluctuates very much, so that exporters are unable to make any calculations in advance. Most of it is despatched by steamers through the Suez canal, and the time required for transport to London varies from 28 to 46 days, according to the port of shipping. The weevil sometimes does damage on the inland transit or during storage, unless great care is taken to maintain a moderate temperature. There are trunk lines in operation from all the wheat centres to the chief seaports, and several branches are either built, undergoing construction or projected. The rate of freight is fair, and fixed by the Government. The distance traversed overland is sometimes 800 miles. There are additional expenses for middlemen and for bagging, commission and insurance, which run up the cost to from \$1.16 to \$1.28 a bushel for the grain laid down in London. The export goes through Calcutta, Bombay and Kurrachee in the proportion of seven, eleven and two-twentieths respectively.

The system of agriculture is very rude, the mode of living being such that farmers get along with very little. The best authorities do not consider that there is much likelihood of the cost of production being farther reduced, but

point out that with increased facilities for production and transit India may one day become a rival to the wheat growers of America.

### Best Time to Harvest Grain.

The crowning act of any vegetable is to bring forth fruit. When in the growth of a plant there is presented the maximum amount of good qualities, that period should mark the commencement of its harvest, and when wheat and other cereals attain this point, the circulation of their sap ceases, their power of assimilating mineral matter is destroyed, and a change from green to yellow takes place, showing that they cannot further increase in weight. This is known as the maturity period of the grain, and is the proper time for cutting. When the green color of the straw just below the ears changes to yellow, the grain cannot afterwards be more fully developed, whatever may be its stage of ripeness. Every person acquainted with wheat advocates early cutting. Within three weeks of being fully ripe, the straw begins to diminish in weight, and the longer it remains uncut after that time the lighter it becomes, and the less nourishing if designed for cattle food. On the other hand, the ear which was sweet and milky a month previous to being ripe, gradually consolidates, the sugar changing into starch while the milk thickens into the gluten and albumen of the flour. If cut at this time, when the wheat contains the largest proportion of starch and gluten, it will produce the most fine flour, the least bran, and the greatest weight per bushel, as at this period the grain has a thin skin and hence little bran, as this is the last thing to be perfected, and the growth of the seed for several days before its perfect development is directed solely towards its covering. Since this is the least valuable part of the grain, its increase is undesirable, and when in excess it becomes of less value to the miller. Wheat passes the period of perfection from ten to fourteen days before its full ripening, and has begun to lose its value several days before its complete maturity. It is considered safe to cut the grain the moment the stem changes in color and when the grain, however soft, gives out no longer a milky juice under pressure. One exception only exists as to early cutting, and that applies to such as is intended for seed; it is then desirable to have the bran perfect to protect the germ.—*North-Western Miller.*

### Advance in Prices of Raw Silk.

We have dates from Shanghai to June 16th. Business in raw silk was active. Since last year at this time prices have gone up from 387½ to 460 taels, but the latter rate does not appear to be held very firmly. At Hong Kong, June 17, prices had fallen off slightly. Holders, however, sustained prices with much firmness. It appears evident that there is a sufficient stock in the hands of speculators, most of whom are Chinese dealers. In this country it would have the appearance of a "corner," but it may only be an "appearance" after all, though it does look that way. The deficiency of crop should be looked upon with some suspicion, as the high rates are of at least doubtful origin, and holders in Chinese silk ports are closely

watched. There is yet time enough for a fair crop, and until we are farther advised caution may be commendable. Some parties may be compelled to buy, and of course they must pay the advanced rates.—*Dry Goods Bulletin.*

### United States Immigration.

The total number of persons who arrived in the United States in the year ending June 30th was 592,324, against 770,422 in the year ending June 30th, 1882, a decrease of 178,098 or about 30 per cent. From what is already known of the immigration into Canada during the past twelve months we are able to report an increase of more than 50 per cent. in the arrivals, the actual number of persons entering the country for settlement reaching about 140,000, or nearly one-fourth of the number entering the United States, which, considering that our population is less than one-tenth that of the latter, is certainly a most gratifying result. The American returns claim an immigration from Canada in the past fiscal year of 64,971, against 93,029 in 1882, a decrease of 28,058, but it would be a mistake to infer from these figures that the American officials have revised their system of enumeration and adopted a more honest one. The reason they are able to claim fewer immigrants from Canada as compared with former years is simply this—that European immigrants bound for our North-west have this spring proceeded to their destination via the Lakes and the Thunder Bay section of the Canadian Pacific Railway instead of through Port Huron and Chicago as formerly, and that a larger proportion of foreign emigrants reaching Canada have remained in this country. From Germany the immigration into the United States decreased 57,515 last year, from Ireland 12,532, from Norway 6,600, from Sweden, 30,000, and from England 3,845, while there was an increase of 849 in that from Scotland.

### British Columbia.

The sawmill and timber interests of British Columbia are thus told by an exchange: "The saw mills in operation in British Columbia are mostly situated at Burrard's inlet. Two large companies named the Moodie Saw Mill Co., and the Hastings Saw Mill Co., manufacture millions of feet of lumber for shipment to Australia and South America, and some other saw mills are in operation. The logging camps have mostly cut the timber for the mills along the salt water. Large quantities of this timber, called Pinus Douglassi, cover the mountain sides, but of course the expenses of supplying the mills with logs will increase when logging roads have to be made to get the timber out to the seaboard. The timber at a little distance back from the coast is the best. The cedar found along the river bottoms back from the shore line is very good; it is mostly red cedar, and excellent for shingles and fencing. As we travel north the pine disappears, and is replaced by the white spruce and white cedar.

Above the parallel of 52° north latitude the pine almost completely disappears, and the spruce is abundant. This is a very large tree, and in a good situation straight and without knots, makes tough, light lumber and works

well for house use under the plane. Above the parallel of 53°, the white cedar abounds. This is a splendid wood, tough and close in the grain, and works well under the plane. It is said that the Terebo Navalis will not bore in it. It is thought, therefore, a most useful timber for wharf piles. For ship building it has been decided by shipbuilders to be a most excellent wood, and in lasting qualities it equals the best oak. The beautiful Arbutus tree grows on the south end of Vancouver's island and on the islands in the Gulf of Georgia. Hemlock everywhere abounds, some of large size; this is a coarse timber, and makes rough lumber, but its bark is the best known in British Columbia for tanning purposes.

### Huge Bridges.

The new bridge across the Firth of Forth now building, will when completed, be among the most remarkable bridges in the world. The main girder will be within a few feet of a mile in length, and will rest upon round cylindrical piers, each of which will weigh 16,000 tons. It will, of course, be high enough for all vessels to pass underneath, and about 42,000 tons of steel will be required in its construction. The estimated cost will be \$7,500,000.

China possesses the longest bridge in the world. It is at Langang, over an arm of the China sea, and is five miles long, 70 feet high, with a roadway 70 feet wide, and has 300 arches. The parapet is a balustrade, and each of the pillars, which are 75 feet apart, supports a pedestal on which is placed a lion, 21 feet long, made of one block of marble.

The highest bridge in the world is said to be the railway viaduct at Garabic, in France, now being erected over a river in the Department of Cantal. The bridge has a total of about 1,800 feet, and near the middle of the great centre arch, which is one of the noteworthy features of the structure, the height from the bed of the river to the rail is 413 feet.

The Erie railway bridge at Kinzua, near Bradford, Pa., is also an astonisher. The greatest elevation of the bridge (301 feet) is 18 ft. higher than the spire of the Trinity church, 24 feet higher than the summit of the Brooklyn bridge towers above high water, 143 feet higher than their elevation above the roadway, and 82 feet higher than Bunker Hill monument. The bridge is 2,052 feet long.

The Brooklyn bridge is 5,989 feet long; clear height in centre of river span 135 feet; length of river span, the longest span in the world; 1,595 feet.

### What is a Carload.

Nominally, a carload is 20,000 pounds. It is also 70 barrels of salt, 70 of lime, 90 of flour, 60 of whiskey, 200 sacks of flour, 6 cords of soft wood, 18 to 29 head of cattle, 50 or 60 head of hogs, 90 to 100 head of sheep, 9,000 feet of solid boards, 17,000 feet of siding, 13,000 feet of flooring, 40,000 shingles, one-half less of lumber, one-tenth less of joist, scantling and other large timbers, 340 bushels of wheat; 400 of barley, 400 of corn, 680 of oats, 300 of flaxseed, 366 of apples, 340 of Irish potatoes and 1,000 of cran.

# The Commercial

WINNIPEG, JULY 31, 1883.

## CITY IMPROVEMENT.

It would puzzle a Philadelphia lawyer to tell just now whether Winnipeg has a council or not. True there are records of meetings which appear from time to time in the daily papers, but the amount of business done is so light as to make scarcely a visible impression on the public mind. They seem to have made up their minds to do literally nothing. The reason cannot be urged that there is nothing to do, for never was there a city of 25,000 population that stood in greater want of everything in the shape of sanitary facilities than Winnipeg. We have good sidewalks and that is about all there is to show for a debt of nearly two millions of money. Our Main street is as muddy as ever, and in rainy seasons well nigh impassable, but it is left untouched, while at the same time a back street on which nobody lives, but on which some alderman or some alderman's friend happens to own property is nicely graded and sidewalked, at the expense of the Corporation. There may not be over two or three persons walk along them every day, but still the selfish ends of some alderman have been served and his property will sell all the easier on account of having a good sidewalk to the spot. In the meantime horses flounder around in the mud on Main street, and will likely continue to do so until the voice of the people is heard in strong accents protesting against the present mode of conducting municipal business.

## GROUNDLESS RUMORS.

During the past few weeks a certain number of busy bodies have been industriously employing themselves in circulating unfounded rumors regarding the financial standing of some of the most reputable business men of the city. The authors of the slanderous stories that we refer to belong to a class which have no reputation of their own to lose, and are as a rule disappointed speculators and avaricious scoundrels. They have not been able to fill their own pockets by their gambling and speculation, and view with a green eye the fortunate, solid man who by dint of energy and solid industry has laid broad and deep the foundation of a permanent and profitable business, which

will be a mainstay through life, and be in the future a valuable inheritance to bequeath to the next generation. There are, however, also some who have been guilty of such conduct from whom better things might have been expected, and who in some cases having failed in business themselves find their greatest satisfaction in seeing others become the victims of financial embarrassment. They think, perhaps, that by circulating these slanderous statements that they will awaken public curiosity, and by doing so hasten on the ruin of their more successful competitors in business. Even parties connected with our financial and monetary institutions have in some cases, we are credibly informed, been not the least backward in giving currency to statements calculated to injure and weaken the credit of good business establishments throughout Manitoba and the North-west. Such conduct is far from redounding to their credit, and these inventors and circulators of sensational reports may yet find that out to their cost.

Looking at the record of failures in this country during the present year in a calm and sensible manner, there is certainly very little to excite alarm on the part of anyone. There are now nearly three thousand mercantile business concerns in the North-west. Since the first of January there have been about one hundred and twenty failures, or scarcely four per cent. of the whole number engaged in trade. With very few exceptions the insolvents' estates have paid large dividends, and there is no doubt but that if the banking institutions of the country had shown a little more liberality at a critical period a great many of these estates need never have been put on the insolvent list.

Even some of the daily papers of the city, whose interest it should be to increase confidence in the country and its resources, give way to the craze for the sensational, and allow the most erroneous and disparaging statements to appear in their columns. No later than last Saturday an evening journal heralded to the world that during that day there had been ten assignments made in Winnipeg. The report, it is almost needless to add, is false and entirely without foundation. So far as we have been able to learn, and we have made it our particular business to find out, there was not one single assignment made that day. But the

newspaper goes out all over the country containing this lying paragraph, and Old Canada and United States papers, which never miss an opportunity to say something disparaging and detrimental to Winnipeg and the rich prairie country at its back, will give it prominent place in their columns, and roll it like a sweet morsel under their tongue.

This slandering of the country and its men of business should be frowned down by every one who has a spark of patriotism left in his composition. Perhaps, when a charge of this kind is brought home to some of the slandering crew, and they are made to suffer the penalty which their actions and words so justly entitle them to, they will exercise a reasonable amount of judgment and common sense in the future, and discover by painful experience that the way of the liar and slanderer is as hard as that of any other transgressor. If this country does not suit let them go where they may be better suited; we have no use for them here. Black-mailers and slanderers have no part nor lot in this free land of ours, and it will be all the more benefitted when it is rid of them. What Manitoba wants is men of honor and integrity, who are not afraid to make their living by honest toil in the honorable ranks of labor. Loafers and those who are prepared to bear false witness against their neighbor can be easily dispensed with.

## SHARP PRACTICE.

In last issue of THE COMMERCIAL, under the heading of "The Inside Track," we called attention to the unscrupulous means adopted by some creditors to get an advantage over others in securing claims against insolvents estates. During the past week developments have not proved that a more just or generous system has been introduced, but on the contrary indicate that every sense of honor has been thrown aside, and sharp practice of the most questionable nature adopted in several cases. The securing of a preference in a debtor's estate by chattel mortgage, confession of judgment or other such irregular means may be excused in some cases if not pardoned, but when a course is adopted, which strongly resembles the old crimping system adopted in year's gone by, for smuggling unwilling sailors on board of an outward ship, the question may be asked of ourselves, "Whither are we drifting?" Is the trade of the North-west to be conducted upon principles as

loose and dishonest as the management of a faro bank, or the manipulation of the monte-man's incomprehensible three cards?

One of the most glaring instances of sharp practice that has come to light is the case of a retail merchant whose assignment we record with regret this week. Like numerous others he has been suffering from overstocking, and some weeks ago intimated to a Montreal creditor his inability to meet coming payments, and asking advice and assistance. The house written to promised the assistance, on the understanding that only an extension was necessary, which yet seems all that the debtor required. Two representatives of the house left Montreal and reached Winnipeg two weeks ago, but instead of making arrangements for an extension for the debtor, they received from him consent to take back several thousand dollars' worth of goods from his stock, a work which they lost no time in commencing, and conducting with as much secrecy as possible. It was a noticeable circumstance, that the debtor was under a cloud for several days while this transfer of stock was going on, and would probably have remained so until the little piece of sharp practice was completed, had not some other creditors got wind of the affair, and their appearance on the scene was the signal for the rather hurried departure of the Montreal men. The whole plot was frustrated, the debtor after being brought to his senses made a square assignment, and the stock removed, not being out of Winnipeg, will be brought back for the benefit of the creditors generally. Such is in brief the story of this affair, and the mildest view that can be taken of it is, that unnecessary pressure was brought to bear upon the debtor by the Montreal men, to secure for them an advantage over other creditors, while some people may be inclined to rank the matter as a clear case of crimping a debtor for questionable ends. The whole affair is now an open secret in mercantile circles, and criticisms from such sources are not of a very flattering description, especially regarding the Montreal house whose generosity was so freely promised only to be refused when required. It is asked by many, have leading wholesale houses descended so low as to repudiate promises which the most hardened gamblers hold sacred, and has the diamond cut diamond competition for an advantage in insolvent estates become so keen among wholesale men in Montreal,

that every trace of commercial honor and justice must be obliterated? Let us hope not.

But the case we have cited is another loud cry for a law that will compel the equal division of insolvent estates among creditors, and its echo can be heard from a score of less flagrant cases, which have recently occurred in the North west.

A story is told of an unfortunate inebriate who had to pass through a rather hard locality. The first hard customer he met knocked him down and left him insensible, and after leaving him told a friend what he had done. "Why you were a fool not to secure his coat" was the reply, and the speaker started off and stripped the insensible man of that garment. He also told a friend and told what he had done, who said he was a fool not to take the boots also, and suiting the action to the word, relieved him of the boots. Through this process the inebriate went until a kind hearted wayfarer found him with only a paper collar, and while taking him to his home remarked, I will take care of him, although he has nothing to repay me, and I be called a fool for my trouble. Such may be the philosophy which dictates the sharp practice we now complain of.

### BUSINESS REFORM.

There is no question at the present time more urgent than that of a reformation in the way of doing business. Some years ago many cities in the United States found themselves in the midst of a financial embarrassment similar to that which Winnipeg is now undergoing. This led to a complete revolution in the way of doing business. Instead of selling goods on long credit, as had been the mode of doing business in the eastern districts, they resorted to a cash or short credit system. This mode of doing business has proved very satisfactory to wholesaler and retailer alike. The example thus set might be followed with profit in this country, which has been the victim of inflation and long credit perhaps more than any country in the world. By the long credit system a customer is often led into buying a great deal more than the actual necessities of his business demand. These goods, perhaps, do not find as ready sale as had been anticipated, and the consequence is that the shelves of his store become loaded with articles which hang like a millstone around his neck, and if not speedily removed will drag him into deep water, and further on insolvency.

On the other hand if business is done on the short date system the retailer will only buy that which he feels confident he can dispose of before the thirty or sixty days of grace have passed. He will not place such large orders at any one time, but they will be received more frequently. Individual payments will be lighter, but the tone of trade generally will be much more healthy than under the old system. We wish to impress most strongly upon our patrons the desirability of doing business in the manner we have foreshadowed. To carry out such a scheme satisfactorily united effort is necessary, and in this case we feel confident that union would not only be strength but money in the pockets of every business man in the city.

### HANDLING THE CROP.

Upon nothing more surely does the future of Winnipeg and the North-west depend than upon its agricultural resources, and as these are developed will the country progress. The lesson of last year in careless stacking and want of proper shelter for the grain after it was threshed, should be remembered. But if we are informed aright, the experience then gained has not resulted in profitable advantage. There is a vast amount of grain now fast approaching maturity in the country for which there has been no granary accommodation made. Should the weather prove unfavorable this grain cannot help but suffer a great deterioration in value on account of being damp when brought to market. It is a most urgent necessity that farmers over and above everything else should provide against the possibility of damp weather in the fall. If they do not do so they are pursuing a course suicidal to their own interests, and which boomerang like will rebound on themselves. Careful stacking, threshing as soon after as possible, and proper shelter for the grain after it is threshed, will provide against every emergency, and those who make the best provision in that way will we are confident never have reason to regret their expenditure.

Last year the shipment of grain from Manitoba and the North west could easily have amounted to a million of bushels had it been properly preserved; whereas the total amount shipped did not aggregate more than half that amount. Furthermore, it is safe to say that now there is at least half a million bushels rotting through the country, and which is not now even fit for hog feed. The weather last fall was of course exceptionally wet, and may not occur again for many years, but there is nothing like providing for every contingency.



## WINNIPEG MONEY MARKET.

As regards the money market there is very little to report different from what was indicated last week. Business still continues quiet, and the banks are as conservative in their mode of doing business as ever.

There have been some failures in the city during the past week, which never would have taken place had the banks shown even a degree of liberality. Rates for money have not changed. Gilt edged commercial paper cannot be discounted at lower than from 8 to 10 per cent; while on ordinary 9 to 10 has to be paid. Money for purposes of real estate speculation is still difficult to obtain, and when the accommodation is got very high rates have to be paid. Money for investment on mortgage security is plentiful, and from 9 to 10 per cent has to be paid for it.

## WINNIPEG WHOLESALE TRADE.

As regards wholesale circles there is very little to be said beyond what has appeared in the columns of the COMMERCIAL for the past two or three weeks. Business is still very quiet. Retailers are buying very cautiously, and only in sufficient quantity to meet the immediate demands of trade, and on the other hand wholesalers are not pushing business with that vigor which characterized the past. There is a general feeling in trade circles that the best business principle to pursue is to be careful, both in buying and selling. The crops promise well, but until the harvest is fully assured there is no disposition on the part of the leading houses to push business beyond the limits that the greatest amount of prudence would suggest or allow. All are looking hopefully forward to a good fall trade, and they will not be disappointed in their expectations if the farmers are true to themselves, and see to it that their grain is cared for properly after being harvested. The lesson learned last year will no doubt be profited by, and if the weather is at all favorable there should be a very small per centage of damaged grain in the country this season. Collections are still slow, so much so as to be far from satisfactory. Some firms report that their collections for this month have been better than for the corresponding period of last month, but this is by no means the rule, and there will not be any marked change for the better until the crops have been transformed into cash.

### AGRICULTURAL MACHINERY.

The season for agricultural machinery is becoming well advanced, but still business continues brisk. There is a constant demand for mowers and harvesting machinery, and the supply now on hand in the country will not be more than able to meet it. There will be scarcely a mow or harvester left over the winter in any warehouse in the country. Hay rakes have sold well, and some of the firms have not a solitary one left on their hands. Plows are a little slow at present, but after harvest there will again be a demand in that line. Wagons are still a drag in the market. The supply has been considerably in excess of the demand, and there has been a good deal of cutting in rates. This, some may find in the long run to have

been poor policy. Other branches in the vehicle line have sold well, and before the season closes the stocks of buggies, buckboards, &c., will have been pretty well cleared out. Collections are not slower than was anticipated at this season of the year. There is nothing of consequence looked for in this direction until after harvest.

### BOOTS AND SHOES.

Wholesalers are not anxious to push trade at present, and at the same time retailers are very reticent in buying, so that putting the two features of trade together it cannot be expected that there is much doing. Collections are still slow. The prospects for trade in the fall are considered good, and the leading houses are well prepared for it.

### CLOTHING.

Business in the clothing line is extremely quiet at present, and is likely to continue so until towards fall. Of course this is a dull season at any rate, and this coupled with the existing depression in business serves to make things dull. Collections are slow, but not altogether unsatisfactory.

### DRUGS AND CHEMICALS.

A fair steady run of business has been done during the week, and some of the leading houses report no reason for complaint. Business is chiefly for the country west, city trade being especially quiet. Collections although not what they might be are still fair.

### CROCKERY AND GLASSWARE.

In this line of business there is no particular change to note from what has been reported for the past two or three weeks. Dealers do not care to push trade, and sell only to those who can pay cash or give the very best of paper. The prospects for fall trade are considered excellent. Collections are slow, but at the same time moderately satisfactorily.

### DRY GOODS.

In this line of business there is but little new to report. Business still continues in the same stereotyped way that has characterized it for the past month or six weeks. Nor is there much sign of immediate improvement. After harvest there will undoubtedly be a revival. Travellers have not yet been sent out, and will not be for a month yet. "What will the harvest be," is the anxious inquiry, and until the safety of the crops is assured there will be no business of consequence done, wholesalers and retailers alike holding off till the answer comes from the farmer's granary. Collections are slow, but at the same time there is a slight improvement this month over last.

### FANCY GOODS AND SMALL WARES.

While business cannot be said to be otherwise than quiet, there is a fair sorting up trade being done, in fact better than had been anticipated at this season of the year. Taking all things into consideration the leading houses say they have no particular reason to complain. Collections are still slow, but the prospect for future payment are favorable.

### FISH AND POULTRY.

In fish there is scarcely anything doing. White fish and trout sell at 8c; pike at 3c; poultry there is none offering.

### FRUIT.

The fruit market is very brisk, the demand both from town and county being active. This will continue while the warm weather lasts. Large consignments are being received daily from the south, and the market is kept well supplied. Lemons are in good supply, and are quoted at \$10 to \$10.50; California oranges hold firm at the old quotation of \$8. New apples are in fair supply, and are quoted at from \$9 to \$10.50 per barrel; box apples are worth \$1.30 to \$1.50. A large consignment of water melons has been received, which sell at \$11 per dozen. Tomatoes are in good supply, but the price fluctuates so much, according to the condition in which they arrive, that quotations cannot be given. The same remark applies to pears and other new fruits, which are beginning to arrive.

### FUEL.

Prices are as yet unchanged; demand light. There will be a drop in prices shortly. The following are the quotations:—Anthracite coal \$15 delivered; bituminous \$13.50 to 14.50; tamarac wood in lots of ten cars or over sells at \$6.50, smaller lots \$8.75; poplar \$5 in large lots, \$5.50 in small quantities.

### FURNITURE.

Business in the furniture line is very quiet at present. The factories are running very little over what is necessary to supply orders. No general revival is looked for until after harvest. The prospects for fall trade are good, and the stocks held by leading houses in the city will be sufficient to supply all ordinary demands.

### GROCERIES.

In the grocery line there is a fair steady run of business being done, not so large as was expected it is true, but at the same time not at all unsatisfactory. Staple groceries count among the necessities of life, and people must have them, although to do so they must cut short in other lines. Prices generally remain as they were, viz:—Sugars—Yellow 9½ to 10c; granulated 10½ to 11c; Paris lumps 12¼ to 12½c; Coffees 15 to 18c for Rios, 22 to 27c for Javas; teas—Japan 25 to 45c, Moyune gunpowders 35 to 75c; Young Hyson 26 to 55c; new season Congous 30 to 40c.

### HARDWARE AND METALS.

Business in this line seems to have nearly touched bottom, both as regards sales and collections. There is scarcely anything doing in heavy goods and metals, while in light hardware the demand is much less than was anticipated. The quotations are:—Tin plate 14 x 20, \$8 to 8.25; 20x28, \$15 to 15.25; bar iron \$9.74 to 4; sheet iron 5½ to 6c; iron piping, 25 per cent off price list; ingot tin, 32 to 35c; piglead, 6½ to 7c; galvanized iron, No. 28, 8½ to 9c according to quality.

### LEATHER AND FINDINGS.

Business is quiet, and is likely to continue so for a month or six weeks yet. Quotations are Soleslaughter, 70 to 75c; R. Z., 85 to 90c; French first choice, \$1.15 to 1.25; French calf first choice, \$1.40 to 1.50; wax upper No. 1 55c grain, No. 1, 55c; harness leather, 34 to 36c for plump stock.

### LUMBER.

There has been no change in the lumber market since last week. The mills are busily en

gaged working up last winter's cut of logs, and the amount of lumber turned out will be very large, more than the demand will require. The old table of rates still holds, but cash customers can get a considerable reduction. Pine lumber 1st. common boards, dressed \$26.50, 2nd, dressed, \$25.50; 1st do. rough, \$26.50; 2nd do. \$25.50, sheathing, rough, \$25; timber 16 feet and under, \$24; do. over 16 feet, for each additional 2 feet, \$1; dimension and joists 16 feet and under, \$24; do. over 16 feet for each, \$1; fencing, \$25; 2 and 3 inch battens, \$30; A. stock boards, all widths, \$50, B do., \$45, C do., \$40, D do., \$35; 1st clear, 1, 1½, and 2 inch, \$60; 2nd do., \$56; window and door casings, \$50; base boards, dressed, \$50, 1st pine flooring, siding and ceiling, \$40, 2nd do. \$35, 3rd do. \$32; ½ inch split siding, dressed, \$30. Spruce lumber—timber 16 feet and under, \$23; do. over 16 feet for each additional 2 feet, \$1; dimensions and joists, 16 feet and under, \$23; do., over 16 feet, for each additional 2 feet. \$1; boards, \$23; 1st flooring, siding and ceiling, \$32; XX shingles, \$5.50; Star A shingles, \$5.50; X shingles, \$5.50; A do, \$5; lath, \$4.50

#### BOOKS AND STATIONERY.

Business is quiet, but not more so than was expected at this season of the year. There is no revival expected until after harvest. Collections are very fair, nothing special to complain of at all.

#### WINES AND SPIRITS.

Business during the week has been very good and collections well up to the mark, and a good deal better than they were in the early part of the month. Quotations to jobbers and purchasers of quantities are. Hennessy's one star, in \$14.00; in wood, \$5 per gallon, Imperial, cases vintage of 1878, \$5.50; Martel, in case, one star, \$14; Renault, one star, \$12; Boleyn, in wood, \$4 to \$5.50; Ronet, in cases, quarts, \$8.50; flasks, \$10, half flasks, \$11; Pinette, in wood, \$4 per Imp. gal.; Louis Freres, in cases, qts, \$10; flasks, two dozen in a case, \$11; half flasks, four dozen in a case, \$12; M. Dubois, in wood, \$3.50 per gallon; cases, quarts, \$8; flasks, \$9; half flasks, \$10. Gin, Holland, in wood, \$3 per gallon; red cases, \$11; green cases, \$6; Old Tom gin, Bernard's, in wood, \$3.25 per gallon; Booth's, in wood, \$3.25; Booths, in cases, quarts, \$8.50; Scotch whisky, Ramsay's in wood, \$4.00; Capl-Ila Islay, in wood, \$3.50; Stewart's, in cases, quarts, \$8.50; flasks, \$9.50. Irish whisky, John Jameson & Sons, in wood, \$4.50; Bernard's, in cases, quarts, \$8; flasks, \$9.50. Jamaica rum, \$3.50 to \$4 per gallon. Domestic whiskies, Gooderham & Wort's, in wood, \$1.65 per gallon; 65 o. p. rectified, in wood, \$3.50; W. F. L. five-year old, \$2.50 per gallon; cases, quarts, \$7.50; flasks, \$9.50.

#### Winnipeg Manufactures.

In manufacturing circles there is a fair degree of business briskness at present, more so than was expected in many branches of trade.

The foundries are kept actively to work, and some report orders coming more rapidly than they can fill them. The Winnipeg Iron Works, which concern collapsed some time ago, have not yet resumed active operations, but there is little doubt but that it will be revived again in

a short time by somebody. The property is too valuable a one to be allowed to lay idle.

The furniture factories are running light, and have only hands enough at work to supply orders and make a little stock for the warehouse at slack times.

Brick manufacture is quiet, there are quite a number of kilns already burned and waiting for purchasers. The demand is light, and brick will no doubt be obtainable at very moderate figures before winter sets in.

The biscuit factories, although not rushed with business, report a very satisfactory state of trade. The product of the factories here is taking well all through the country, and will be relied upon in the future for supply in preference to importations from the east. The confectionery branch of the business has been especially successful, and in this line manufactures have had all they can do to supply the demand.

The breweries are busy, and find ready sale for all they can turn out. The same is true of the pop and soda water establishments.

Sawmills are getting to work, but the glut in the lumber market takes away some of that zeal which characterized their operations last year.

## THE MARKET S.

### WINNIPEG

#### GRAIN AND PROVISIONS.

There has been very little doing during the week. Grain receipts have been very light, amounting only to a load now or then brought in on a farmer's wagon. The demand has also been on the light side. It is not expected that there will be any particular change until after the crop is off the ground, farmers being now busily engaged in haying and preparing for harvesting operations.

#### WHEAT.

Receipts of wheat for the week have been very light, and will likely continue so until the new crop begins to move. The prospects of the crop are reported excellent in nearly every section of the country, and the yield will be above an average. Good hard wheat holds firm at 80c. The probability is that the new crop will bring a higher figure. We have heard that offers of as high as 90c for new No. 1 hard have been made at points west of this.

#### OATS.

There has been a very light supply during the week, being confined to a few loads from farmer's wagons. The ruling figure is from 35c to 38c, according to quality.

#### BARLEY.

There has only been one load in the market during the week, which sold for 45c, the sample being an extra good one. The general figure is 40c for ordinary samples.

#### FLOUR.

The mills are running half time, only grinding to supply the local demand, which is not heavy. There has been no shipment east. Quotations are—Patents \$3 to 3.10; xxx or strong baker's \$2.45 to 2.55; baker's \$1.95 to 2.05; trader's or xx \$1.05.

#### BRAN.

There has been a light demand during the week, and the supply on hand is ample. The price remains the same as last week, viz., \$10 per ton on track.

#### SHORTS

Have not been much inquired for, but still

hold firm at the old quotations of \$12 per ton on track.

#### POTATOES

There are very few old potatoes left in the market, and what stocks are held are poor and soft. They are quoted at 40c. New potatoes are arriving in considerable quantities and sell at from \$6 to 0.50 per barrel. As the home product will soon be in the market this price will not last long.

#### BUTTER.

There is a large stock of butter held in the city, in fact the market may be said to be somewhat overstocked. Good choice dairy is worth from 20c to 23c; creamery 25c to 27c, according to quality.

#### EGGS.

There is a good supply of eggs in the city, the majority of which are imported. The local supply is very limited. The regular quotation is 23c.

#### CHEESE

There is a fair stock of cheese held in the city. Quotations are from 14c to 15c. It is not likely that prices will decline much from this point.

#### HAMS.

There has been a fair demand for hog products during the week, and prices hold firm at the old quotations. Canvassed are now held at from 16 to 16½; plain 15 to 15½.

#### BACON.

There is a good stock of bacon in the city and the demand is good. Prices are firm at 12½ to 13½ for long clear; 13c for Cumberland; 15½ to 16c for spiced roll, and 15 to 16c for breakfast.

#### MESS PORK

Holds firm at \$24.50 to 25.00, but there is very little inquiry for it.

#### MESS BEEF

is quiet, and the quotation of \$18 is only nominal.

#### BEANS.

White beans are quoted at \$2.75 per bushel; new string beans sell at \$2 per box.

#### SUNDRIES.

Water melons \$11 per doz; new onions \$10.50 per barrel; cabbages \$1.50 to 1.80 per doz; cucumbers \$1.50 per doz; tomatoes \$2 to 2.50 per box; pears \$5.50 to 7.00 per box; pure apple cider 70c per gallon.

#### MINNEAPOLIS.

During the past few days a better shipping demand has been developed. Prices have fluctuated somewhat, but not to any great extent. The talk of yellow fever in the south had a depressing effect on the provision market; under which hog products yielded quite perceptibly. The telegraphers' strike also had some effect in demoralizing trade. On Tuesday there was a fair local demand for wheat, but offerings were light. Corn was dull, and oats quiet. Flour was also quiet. The business of the day was represented by the following quotations:—

WHEAT, No. 1 hard, \$1.10 to \$1.10½; No. 1, \$1.00 to \$1.05; No. 2 hard \$1.02 to 1.05½

CORN, No. 2, 47 to 48c; no grade, 43 to 46c.

OATS, No. 2 white, 34½ to 35c; No. 2, 32 to 33c; rejected, 30 to 32c.

FLOUR, Patents, \$6.25 to \$6.75; straights, \$5.35 to \$5.75; clear, \$5.00 to \$5.35.

On Wednesday business dragged heavily, owing to the absence of telegraphic reports from markets outside. Wheat was steady; corn nominal, and oats dull and rather easier in prices.

The business of the day is represented by the following quotations.

WHEAT, No. 1 hard, \$1.09 to \$1.10½; No. 1 \$1.00 to \$1.05; No. 2 hard, \$1.02 to \$1.06.

CORN, No. 2 46 to 47c; rejected, 42 to 45c.

OATS, No. 2 white, 34½ to 35c; No. 2, 31c to 34c; rejected, 30 to 31c.

FLOUR, patents, \$6.25 to \$6.75; straights, \$5.35 to \$5.75; clears, \$5.00 to \$5.35.

On Thursday there was very little movement in wheat, but a slightly firmer feeling developed. Corn was inactive and oats were quiet. Flour continued very quiet. The following quotations represent the business of the day:

WHEAT, No. 1 hard, \$1.10 to 1.10½; No. 1, \$1.00 to \$1.05; No. 2 hard \$1.03 to \$1.06.

CORN, No. 2, 46 to 47c; no grade, 42 to 45c.

OATS, No. 2 white, 34½ to 35c; No. 2, 32 to 34c; rejected, 30 to 33c.

FLOUR, patents, \$6.25 to \$6.75; straights, \$5.35 to \$5.75; clears, \$5.00 to \$5.35.

On Friday the market was in a very mixed state, and dealers are anxious for the telegraphers' strike to come to an end, and remove the impediment thus placed in the way of business. There was no speculative dealing. Wheat was hardly so firm as the day previous, and corn and oats were quiet. The business of the day is represented by the following quotations:

WHEAT, No. 1 hard, \$1.09½ to 1.10; No. 1, \$1.00 to 1.05; No. 2 hard, \$1.03 to \$1.06.

CORN, No. 2, 45c to 47c; rejected, 42 to 45c.

OATS, No. 2 white, 34 to 35c; No. 2, 31c to 34c; rejected, 30 to 33c.

FLOUR, patents, \$6.25 to \$6.75; straights, \$5.35 to \$5.75; clears, \$5.00 to \$5.35.

On Saturday the market was dull, and prices were unchanged. There were some transactions in wheat, but corn and oats were inactive. The business of the day is represented by the following quotations:

WHEAT, No. 1 hard, \$1.10 to 1.10½; No. 1 \$1.00 to 1.05; No. 2 hard \$1.03 to 1.06.

CORN, No. 2, 46c to 47c; no grade 42c to 45c.

OATS, No. 2 white, 34c to 35c; No. 2, 31c to 33c; rejected 30 to 33c.

FLOUR, Patents, \$6.25 to 6.75; straights, \$5.35 to 5.75; clear \$5.00 to 5.35.

CHICAGO.

Business during the early part of the week has been greatly interfered with by the telegraphers strike, but towards the close despatches were received with more regularity. The market has been subject to considerable irregularity, and fluctuated a great deal. On Tuesday wheat was irregular, but closed stronger than the previous day. Corn was quiet but firm, and oats were slow. Pork was steady and lard quiet. Towards the close quotations were:

Wheat.....	July, \$1.01½	Aug., \$1.02
Corn.....	51½	51½
Oats.....	34½	25½
Pork.....	13.85	13.85
Lard.....	9.00	9.00

On Wednesday wheat was fairly active, largely on local account; the poor telegraphic service still interfering seriously with the outside order business. Wheat was stronger than on Tuesday. Corn was active and strong; oats held up well. Provisions were comparatively

quiet, but quite a firm feeling prevailed. Towards the close quotations were:

Wheat.....	July, \$1.02½	Aug., \$1.03½
Corn.....	52½	52½
Oats.....	34½	29½
Pork.....	14.17½	14.17½
Lard.....	9.10	9.10

On Thursday the market for all kinds of grain was moderately active. Provisions opened strong, but weakened during the day. Quotations towards the close were:

Wheat, ...	July, \$1.01½	Aug., \$1.02½
Corn, .....	52½	52
Oats, .....	33½	29
Pork, .....	14.02½	14.02½
Lard, .....	9.02½	9.02½

On Friday wheat was slightly firmer, and corn and oats remained about the same as the day previous. Quotations towards the close were:

Wheat, .....	June, \$1.01½	July, \$1.02½
Corn, .....	52½	52
Oats, .....	34	29
Pork, .....	14.10	14.00
Lard, .....	9.00	9.00

On Saturday wheat was dull and lower. Corn and oats were in fair demand but lower. Pork was unsettled, and lard lower. Quotations towards the close were:

Wheat, .....	June, \$1.01	July, \$1.01½
Corn, .....	51½	51
Oats, .....	30	27½
Pork, .....	13.90	13.92½
Lard, .....	8.90	8.90

TORONTO.

STOCKS.

The stock market for the week has been devoid of any marked feature. Shares generally have suffered a slight decline from a week previous. As compared with last week's quotation closing bids were:

	July 18.	July 25.
Montreal .....	197½	197
Ontario .....	115½	115½
Toronto .....	185½	185
Merchants .....	122½	121½
Commerce .....	132½	131½
Imperial .....	142	142½
Federal .....	158½	158
Dominion .....	197	197½
Standard .....	114½	114½
Hamilton .....	117½	116½
North-west Land .....	58½	58

GRAIN AND PRODUCE.

There has been very little activity in the grain market during the week, consequent to some extent upon the telegraphers strike. Offerings have been light, and the generally unsettled feeling in regard to crops and prices has also had an influence. It is supposed that a good deal of wheat is still held in the country, and this may make more active markets between now and the crops. The prospect for the crop is improving, but it is as yet very difficult to tell what the actual result will be.

WHEAT.

Offerings have been small, and the quantity changing hands very limited. The market closed inactive but firm, at the following quotations: Fall wheat No. 2, \$1.07 to 1.08; No. 3, \$1.03 to 1.04; Spring No. 1, \$1.11; No. 2, \$1.09 to 1.10; No. 3, \$1.05 to 1.06.

OATS.

The market has been quiet and easy, but no reduction in prices has been established. Western are worth 42c. and 42½c. on track. Street prices 40c. to 47c.

BARLEY.

There has been very little movement, and quotations are almost nominal. No. 2 for Sep-

tember has sold at 75c. Quotations for present delivery are f.o.c. No. 1, 73c.; No. 2, 68c.; extra No. 3, 59c.; No. 3, 48c. and 50c.

RYE.

There is still nothing doing, and prices are nominal at 60c.

POTATOES

Nothing doing in car lots; old stock is pretty well out of the market. New are selling at from \$2.50 to \$2.75 per barrel.

FLOUR.

There has been an active enquiry all week at firm prices; but offerings have been light and sales few. Superior extra is worth \$4.80 to \$4.90; extra, \$4.70 to \$4.75.

BUTTER.

Receipts have been liberal, but the demand is light. Shipping lots of good quality are quoted at 14c; selections have sold as high as 16c. There is no movement in inferior. Stocks in the city have increased considerably. Street prices for pound rolls are from 17c to 20c; tubs and crocks, 15c to 16c.

CHEESE.

There is no change in the cheese market, which continues quiet and steady at 11c and 11½c for small lots for choice, and 9c for skim and inferior grades.

EGGS

The supply has been fair, and fully equal to the demand. Round lots sell at 15c to 15½c; on the street 17c to 18c is paid for really fresh.

PORK

There has been no movement except in small lots, which sell at \$20.

BACON

The market is inactive and prices unsettled. Sales of round lots of long clear have been made at 10c to 10½c; small lots, 11c; Cumberland, 10c and 10½; rolls, 13½c; bellies, 14c.

HAMS.

The demand has been steady at generally firm prices. Stocks are low and holders not inclined to push sales. Canned are quoted at 14c to 14½c; smoked, 13½c to 14c; pickled, 12½c.

SUNDRIES.

Dried apples, 10c to 10½c; oatmeal per 136 lbs., \$5.10 and \$5.25; cornmeal, \$3.75 and \$3.90; peas, 78c.

Markets by Telegraph.

Special Dispatch to The Commercial.

STOCKS.

TORONTO, Ont., July 30.

Stocks are inactive, with scarcely any demand but holders are firm, and prices well maintained. Closing bids—Montreal 197½; Ontario 113½, sales 114½ and 114½; Toronto 185½; Merchants 121½; Commerce 132½, sales 133½; Imperial 143, sales 143½; Federal 158½; Dominion 195½; Standard 114½, sales 114½; Hamilton 116½, sales 117; Ontario and Qu'Appelle 120; North-west Land Co. 59.

GRAIN AND PRODUCE.

TORONTO, July 30.

Produce has been rather unsettled through the week. Flour is in demand; superior has sold readily at \$4.80, and extra \$4.70, but these prices are less freely bid to-day. Bran was offered to-day at \$10.25, with \$10 bid. Wheat has sold at \$1.08 for No. 2 fall, and \$1.10 for No. 2 spring, but bids are a cent up to-day. Oats are firmer and sold at 42½c, with more wanted. Barley is inactive, but holders are asking advance in view of the new crop being dark. Peas are nominal. Butter is wanted for shipment at 14c, with seller asking 15½c for lots without sales; selected stocks increasing. Eggs

are slow and easy at 15c. Bacon is easier, long clear, in round lots, is probably obtainable at 10c. small lots 10½c; hams are scarce and firm. Wool is quiet and unchanged.

### The Grain Elevator System.

On Tuesday afternoon a joint deputation from the Winnipeg Grain and Produce Exchange and the Board of Trade, waited on Mr. Van Horne, general manager of the C.P.R., in reference to the establishment of an elevator system in this city. The deputation consisted of Messrs. Ald. Bawlf, J. H. Ashdown, W. W. McMillan, W. Clarke, G. J. Maulson, R. R. Keith, Kenneth Mackenzie, R. D. Bathgate, Col. Kennedy and J. E. Steen.

The deputation was introduced by Mr. J. H. Ashdown, after which Mr. W. Clarke, briefly stated the object of their visit. He showed the necessity that existed for an elevator system in Winnipeg, by which the grain of the country could be handled to better advantage than by the old system of flat warehouses. Ald. Bawlf also spoke. In reply Mr. Van Horne stated that it was not the intention of the Canadian Pacific Railway Company to go to the expense of erecting elevators in Winnipeg at present. He did not consider that it would be in the interests of the company to have elevators in Winnipeg, and if the grain inspection were done here, it would cause considerable trouble to the company, owing to the delay of cars. If, however, an elevator system were established here by private enterprise, and erected somewhere near their track, the company would provide everything necessary for its operation in the way of switches, sidings, &c. As regards grain stored in the elevators here, a rebate would be allowed on shipment to Port Arthur, so as to make the freight equal to a through rate from any western or southern point. He was in favor of the proposal of the Dominion Government to appoint a grain inspector for Manitoba, to be nominated by the Winnipeg Board of Trade, but he was of the opinion that the inspector should be located at Port Arthur.

The members of the delegation differed with Mr. Van Horne on this point, and contended that the inspector should be located in this Province and thus save a great deal of inconvenience to the grain dealers whose head-quarters were in Winnipeg and other places in Manitoba. They were, however, much pleased with the courteous reception tendered them by Mr. Van Horne, and the favorable inducements held out by him in the way of providing railway facilities here, being such as to give encouragement to capitalists to invest money in the establishment of an elevator system.

It is to be hoped that those interested will now go actively to work and accomplish this desirable object.

The report of failures in the United States for the half-year, as made by R. G. Dun & Co's Mercantile Agency, is not a favorable one, as compared with past years. The total number of failures in the six months was 4,637, against 3,597 in the corresponding period of 1882, 2,862 in 1881, and 2,866 in 1880. The total of the liabilities in the failures for the six months in each of the years was \$66,000,000 in 1883, \$50,000,000 in 1882, \$40,000,000 in 1881, and \$41,000,000 in 1880.

It is expected that tracklaying on the Selkirk branch of the C.P.R. will be completed by Saturday.

W. H. SAUNDERS, painter and dealer in wall papers, Winnipeg, has assigned in trust to J. M. Macgregor.

R. F. LOCKHART of Lockhart, Bailey & Co., Gladstone, has retired from the business, which will be continued by W. S. Bailey.

### Lighting the Suez Canal.

M. Ferdinand de Lesseps has informed the French Academy of Sciences that the Suez Canal Company have determined to cut a second canal through the isthmus of Suez, in order to be able to cope with the traffic, which is increasing from day to day to an extent hitherto unprovided for. In the meantime it is intended to make up for the deficiency by letting ships pass at night as well as during the day. Hitherto, however, it has been found impossible to hit on a satisfactory method of lighting the canal. Instead of the ships having to carry electric lamps, it is in contemplation to put up electric light-houses on both shores. M. de Lesseps now seeks the co-operation of electricians who are members of the Academy of Sciences, to help him by information and hints likely to ensure the success of his enterprise.

### Straw Lumber.

Much has been written in regard to the possibility of manufacturing lumber from straw which will fill all the purposes of the article it represents. This, says the *Lynbeman's Gazette*, will probably soon be decided as the process by which planks are made from straw is undergoing a practical test in Chicago, where a large building is under construction as a home for the new industry. If these plank can be depended on as building material the discovery is an important one for the great North-west on both sides of the line. Lumber is there very scarce and dear, and straw is so abundant as to be looked upon as a nuisance to be got rid of by burning in the field. If the farmer can convert his straw into lumber, as he converts his wool into cloth, the conditions of life in the North-west will be greatly ameliorated.

### Close of the Harvest Year in California.

"The harvest year of 1882 '83," says the *San Francisco Journal of Commerce*, "has closed, and it has panned out gloriously. True, our wheat receipts have been less than those of the year preceding, yet prices at all times have been remunerative. Our wheat exports have exceeded 14,600,000 centals, valued at \$25,000,000. Our exports of flour for the twelve months were 1,100,000 barrels, which is considerably in excess of that of the year preceding; and, judging from the new flouring mills that have been erected and enlarged, and others projected, it is safe to say that in the near future we will ship abroad a much greater proportion of flour than wheat. We hear few complaints of sour flour from any quarter. Great Britain is our best flour customer, China second, Central America third, Hawaii fourth. Our barley exports during the year past have been small, owing to the

high speculative prices ruling at all times. This year's barley crop is now being harvested, and it promises to be both large and of good quality. New wheat and barley have both appeared in market, finding prompt sale; the latter, however, sold low, and for that reason we do not look for free deliveries for some time to come. The hold-over stock, both of old wheat and barley, is considerable, but the stock in the State has not yet been fully ascertained. Oats of the new crop have appeared in market, and sold at high figures. The transactions for the past year at the two Call Boards aggregated \$49,776,673. These are big figures for the first year's public operations, and are but a foretaste of the immensity of the traffic which is sure to follow in the near future."

### EMERSON.

The Ontario Bank purpose closing their agency here.

There is quite a demand for improved farms in this district at present.

Harris & Chapman have been appointed agents for the American Express Co. in this city.

Business is quiet, but the crop looks splendid and a good fall trade is confidently expected.

The Emerson electoral division agricultural society offer substantial money prizes for the best fields of oats, barley, peas, potatoes and the best garden; entries to be made before August 4th. This is an example that other societies might follow.

### RAT PORTAGE.

Business is again becoming more lively.

After a slight lull building operations are going on briskly.

A. E. Munson has opened a stock of drugs in a portion of A. Alexander's new premises near the Post Office.

The buzz of the circulars and the see-saw of the gangs now proclaim lumber manufacturing lively in town.

Frank Gardner has built a new dock at the foot of Second Street to accommodate his increasing lumbering and shipping business.

The Episcopal body in this place are making arrangements for the erection of a church. They have secured a building site on First Street.

The indications are that there will be a large crop of blueberries this season, and that quite a business will be done in the shipment of that fruit from this point.

The various steamboats on the Lake of the Woods are at present bringing in a very large number of logs for the saw-mills here, besides telegraph poles and railway ties.

The number of private boarding houses is increasing in town, while there has been of late a perceptible decrease in illicit whiskey selling that class of business now going more to the licensed hotels.

A mining expert named E. R. Kent, went last week on a tour of examination on the Lake of the Woods. Mr. Kent represents a large amount of English capital, which he says can be secured for this district if the prospects warrant investment.

## BRANDON.

Coombs & Stewart will move into their new building this week, and Scott & Paisley will occupy the adjoining store.

The Ogilvie Milling Co. have commenced their new elevator on the C.P.R. reserve between 6th and 7th streets.

Wright & Wright, stove and tinware men, have made a compromise at 50c on the dollar; they offered 45c, and the creditors demanded 60c, but agreed to take 50c unsecured.

Business has not been quite so brisk as it was the previous week, but a few good days brought up the average. Everything points to improvement as the crops are looking well, and farmers predict a large surplus.

If the Government carry out their intention of building the Court House away at the east end of the town it will be most impolitic, as the feeling of the citizens is very strong against the politician, who is so interested in the estate on which it is proposed to situate the buildings.

Millard F. Thompson, proprietor of the Langham hotel, has left town suddenly; his creditors are looking anxiously for his return. It is generally believed that he has found the undertaking of running a large hotel without capital very poor sport. He has left a number of sorrowing friends behind, but the greater part of the loss will fall on many. The amount of the loss is as yet unknown.

## MANITOBA CITY.

For the past three weeks we have had the most suitable weather for the crops that any person could desire. Rain and sunshine were in abundance, and as a result all kinds of grains are growing vigorously, and promise a large yield.

The surveyors in charge of Mr. Crawford, who have been locating the line out west, have been recalled, and we believe it is not the intention of the C.P.R. Co. to do anything further towards the extension of the South-western branch this year.

Two car loads of material have arrived for the elevator to be erected by the Ogilvie Milling Co., and we understand it is their intention to have the building completed in time to store this season's crop. This will be a great boon to the farmers.

We have been told on good authority that our patience is about to be rewarded by seeing the station erected very soon; we earnestly hope we are not doomed to disappointment this time, but really we have been told so often that the matter was about settled that we will scarcely believe it now until we see men at work putting in sidings and preparing to build.

## PORTAGE LA PRAIRIE.

Friday August 10th will be proclaimed a civic holiday.

There are about 25,000 bushels of grain in the elevator here.

Mr. Goldie contemplates making considerable improvements to his brewery this fall.

Campbell & Fulton's furniture store was broken into last week, and several articles of furniture abstracted.

Mr. Cliffe has sold his interest in the *Tribune* to his partner, Mr. Robinson, who will in future conduct the business alone.

Business during the week, has been fairly brisk for this season of the year. There is still considerable grain coming into the market, which brings from 68c to 75c per bushel. The crops look splendid, and a good yield is assured.

Work has been commenced on the Ogilvie elevator near the station, and a short distance east of the Assiniboine mills. The building is 40 - 33 feet, and will have a capacity of 40,000 bushels. It is expected that it will be completed in ample time for this season's grain.

Mr. D. Johnston, who purposes erecting an oatmeal mill in the town, has arrived from Ontario, and will go actively to work. The woodwork for the building was shipped already framed. The main building will be 31 x 48, and three stories high. The machinery is all new. The mill will have a capacity of 100 sacks per day, and will cost about \$8,000.

## All Rail Rates to Manitoba.

Commissioner George L. Carman, of the North Western Traffic Association, has just issued the following circular regarding Manitoba rates all rail from Chicago, Milwaukee, and points common therewith:—The attention of shippers is called to the following special rates which are now in effect on shipments destined to points in Manitoba: Bonded freight delivered to the lines in this association at Chicago, Milwaukee, or common points in car loads (minimum weight 20,000 pounds) without being properly classified will be charged first-class rates.

Please note the following through rates:—Chicago, Milwaukee, and points common therewith, to Winnipeg: bonded freight, not properly classified, car-loads, minimum weight 20,000 pounds, \$1.75 per 100 pounds; sheep in car loads, single deck, \$141.50 per car; sheep in car-loads, in crates or coops (tiered double-deck cars not to be used), one man to be passed in charge one way, \$200.75 per car; Portland cement, in barrels (300 pounds per barrel), car-load, 70 barrels, \$1.82½ per barrel; meats in boxes, packages or barrels, car-loads, 2,000 lbs. or over, 69c per 100 pounds. It should be remembered that shipments sent via Chicago and the lines in the North Western Traffic Association from Canadian points to Manitoba are transported "all rail" without breaking bulk, in quick time, and without any charge for "bonding," "entry," or cancellation of bonding certificates at Port Huron, Detroit, Grosse Isle, Morristown, or St. Vincent, the rates named above covering all transportation charges from point of shipment to consignee's warehouse or store in Winnipeg.

MORRIS COUNCIL are in correspondence with Mr. Livingstone, of Baden, Ont., in reference to establishing a flax mill in that place. The council also offer ten years exemption from taxation for the erection of a paper mill to cost at least \$10,000, and employ fifty hands; a chair and bedstead factory, to employ 25 hands, and a woollen mill to employ 25 hands. They are in communication with Winnett & Co., and Reid & Co. to that effect.

## GEO. J. MAULSON,

(Late TRAILL, MAULSON &amp; CLARK.)

Grain and Flour Exporter

GENERAL COMMISSION MERCHANT,  
OFFICE CORNER MAIN and POST OFFICE STS.,  
WINNIPEG.

STANDARD  
Fire Insurance Company.

HEAD OFFICE, HAMILTON.

Authorised Capital, - \$3,000,000.

FULL DEPOSIT MADE WITH GOVERNMENT.

D. B. CHRISHOLM, Esq., - President.

H. THEO CRAWFORD, - Secretary.

## Pyramid of Assets.

1877	-	\$152,464 96	-	1877
1878	-	177,649 57	-	1878
1879	-	183,383 11	-	1879
1880	-	238,277 67	-	1880
1881	-	249,638 22	-	1881
1882	-	381,335 11	-	1882

THE ONLY NON-TARIFF COMPANY IN MANITOBA AND NORTH-WEST TERRITORY.

## A. A. ANDREWS,

General Agent for Manitoba and North-West Territory.

OFFICE ROOM, 2 McARTHUR BLOCK,

Cor. Main and Post Office Streets,

WINNIPEG, - - - MAN.

P. O. Box 957.



## Notice to Contractors.

SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Post Office, Winnipeg, Man.," will be received at this office until WEDNESDAY, the 15th day of August next, inclusively, for the erection of

## POST OFFICE,

AT  
WINNIPEG, MAN.

Plans and specifications can be seen at the Department of Public Works, Ottawa, and at the Public Works office, Winnipeg, on and after SATURDAY, the 14th July next.

Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied and signed with their actual signatures.

Each tender must be accompanied by an accepted bank cheque, made payable to the order of the Honorable the Minister of Public Works, equal to five per cent. of the amount of the tender, which will be forfeited if the party declines to enter into a contract when called on to do so, or if he fails to complete the work contracted for. If the tender is not accepted the cheque will be returned.

The Department will not be bound to accept the lowest or any tender.

By order,

F. H. ENNIS,  
Secretary.Department of Public Works,  
Ottawa, 4th July, 1883.

**Canadian Pacific R'y Co.**

(WESTERN DIVISION)

TRAIN SERVICE.

**CHANGE OF TIME**

On and after April 1st, 1883, Trains will move as follows:

Going West.	Going East
8.15 a.m. leave Winnipeg	arrive 6.05 p.m.
11.10 " Portage la Prairie	3.15 "
2.30 p.m. Brandon	12.01 "
4.15 " Oak Lake	10.20 a.m.
11.80 " Broadview	3.30 "
5.55 a.m. Regina	8.30 p.m.
10.35 " Moose Jaw	4.15 "
9.00 p.m. av Swift Current	lv 7.00 a.m.

9.40 a.m. leave Rat Portage	arrive 4.03 p.m.
1.40 p.m. Whitemouth	12.20 "
3.45 " Selkirk	9.50 a.m.
4.65 " arrive Winnipeg	leave 8.45 "
8.25 a.m. leave Winnipeg	arrive 4.10 p.m.
9.45 " arrive Stonewall	leave 2.30 "

Daily except Sundays.

Going South.	Winnipeg	Going North.
Leave	Arrive	Arrive
7.35 a.m.	*7.35 p.m.	10.35 a.m.
		17.00 p.m.
	Otterburn.	
8.50 a.m.	8.50 p.m.	5.20 a.m.
		5.50 p.m.
	Emerson.	
10.25 a.m.	10.13 p.m.	4.05 a.m.
		4.40 p.m.
	Arrive.	St. Vincent.
		Leave.
10.40 a.m.	10.23 p.m.	3.45 a.m.
		4.20 p.m.

Daily.  
Daily except Saturdays.  
Daily except Mondays.

**SOUTHWESTERN BRANCH.**

Going South.	Winnipeg	Going North.
Lv 7.30 a.m.	8.50 p.m.	4.30 p.m. Av.
" 11.40 " Morris	4.45 " 12.25 " "	
Ar 1.55 p.m. Gretna	2.30 " Lv.	
" 5.00 " Manitoba City		7.35 a.m. "

Mondays and Thursdays to Gretna and return. Tuesdays and Fridays to Manitoba City and returning from there on Wednesdays and Saturdays.

**SPECIAL NOTICE.**

Magnificent Palace Sleeping Cars will be run daily between Winnipeg and Regina.

Trains move on Winnipeg time.

JOHN M. EGAN, Gen. Superintendent. W. C. VAN HORNE, Gen. Manager. WM. HARDER, Ass't Traffic Manager.

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Varnishes, Brushes, &c.

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GOING EAST.

Express trains leave Minneapolis at 1.00 p.m. and 8.00 p.m.; and St. Paul, 1.45 p.m. and 8.45 p.m.; arriving in Chicago at 7.00 a.m. and 2.00 p.m.

COMING WEST

Express trains leave Chicago at 11.30 a.m. (except Sunday) and 9.00 p.m., arriving at St. Paul at 6.15 a.m. and 12.45 p.m., and Minneapolis at 7.00 a.m. and 1.30 p.m.

This is the only line between St. Paul and Chicago running the Pullman Smoking Room Sleepers, and Palace dining cars.

GOING SOUTHWEST.

The Chicago 5 p.m., and Omaha trains leave St. Paul for Sioux City, Omaha, Kansas City and San Francisco at 10 a.m. and 3.30 p.m.

**St. Paul, Minneapolis & Manitoba.**

SOUTHEASTWARD.

Express leaves St. Vincent at 11.15 p.m. and 11.30 a.m., arriving at St. Paul at 6.20 p.m. and 8.10 a.m., the day following, making close connections with trains running in all directions.

NORTHEASTWARD.

Express leaves St. Paul at 7.00 p.m. and 8.00 a.m., arriving at St. Vincent at 4.20 p.m. and 3.45 a.m. the day following, making close connections with the Canadian Pacific.

Trains run between St. Paul and Minneapolis almost every hour.

Sleeping cars on all night trains. -  
Trains run no St. Paul time.

**Chicago and Grand Trunk Railway.**

GOING EAST.

Leave Chicago 9.10 a.m., 5.30 p.m., 9.00 p.m., 12.00 noon, 4.35 p.m.; arrive at Port Huron 10.30 p.m., 5.30 a.m., 10.35 a.m., 10.10 a.m., 5.15 p.m.

Leave Port Huron 6.10 a.m., 7.55 p.m., 8.00 p.m., 4.15 p.m., 11.00 a.m.; arrive at Chicago 6.50 p.m., 7.45 p.m., 8.00 a.m., 6.40 a.m., 9.00 a.m.

Pullman palace sleeping coaches are run through without change, between Chicago, and Bay City, Toronto, Montreal, Boston, Niagara Falls, Buffalo, and New York via Port Huron, as follows:

GOING WEST.

Train leaving New York 6.45 p.m., Buffalo 12.10 p.m., Suspension Bridge 1.00 p.m., and Port Huron 9.00 p.m. has through Pullman palace sleeping coach from New York, Buffalo, Suspension Bridge and Bay City to Chicago.

Train leaving Boston 7.00 p.m., Montreal 9.30 a.m., Toronto 11.45 p.m., and Port Huron 7.45 a.m., has through Pullman palace sleeping coach from Boston to Chicago.

Train leaving Montreal 10.00 p.m., Toronto 12.15 p.m., Port Huron 8.00 p.m., has through Pullman palace sleeping coach from Montreal to Chicago.

GOING EAST.

Train No. 3 leaving Chicago 5.30 p.m., has through Pullman palace sleeping coaches from Chicago to Bay City, Niagara Falls, Buffalo, and New York.

Train No. 5 leaving Chicago 9.00 p.m., has through Pullman palace sleeping coach from Chicago to Montreal and Boston.

Train No. 1 leaving Chicago 9.10 a.m., has through Pullman palace coach from Chicago to Toronto and Montreal.

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Train leaving Minneapolis 7.40 a.m. has comfortable coaches, Pullman sleeping cars, and Horton reclining chair cars.

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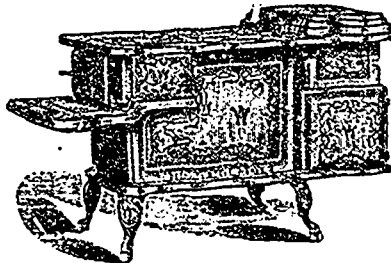
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